

## Chapter Seven • Transportation





## Chapter 7

# Transportation

### Introduction

Understanding the relationship between transportation and land use planning enables a jurisdiction to develop a transportation system that functions efficiently and promotes economic vitality, clean air, and an enhanced quality of life. The scope of transportation issues will continue to expand, encompassing not just traffic congestion, but also environmental issues, land use, public transit, and transportation management. Because transportation is a regional issue, it is important for the City of Falls Church to view it both from the perspective of the City and the entire surrounding area.

This chapter describes the existing transportation system; programs that are in place to manage traffic and promote the use of non-vehicular transportation, with an emphasis on pedestrian issues; the City's traffic-calming efforts; and the City's participation in regional transportation issues.

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### Existing Transportation Network

The City's transportation system consists of the road network, public transportation (Metrorail, Metrobus, and GEORGE), special transportation services (Fare Wheels and Metro Access), taxi services, bicycle and pedestrian trails, and sidewalks. The City is located close to three major highway corridors and two Metrorail stations. Both Washington National and Dulles International Airports are within twenty minutes of the City. National Airport can be reached by Metrorail from either the East or West Falls Church Metro Station and Dulles can be reached with the use of a shuttle service that leaves from West Falls Church Metro Station.

The City of Falls Church is responsible for the maintenance of most of its roads due to its status as an independent city. However, the Virginia Department of Transportation (VDOT) provides the City with approximately \$660,000 annually for the maintenance of certain roads that meet VDOT roadway design and use standards. The City is entirely responsible for maintenance of those roads that do not meet (VDOT) standards.

### Road Classifications

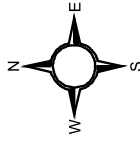
The City's Planning Department established street designations for the City in 1978 as part of the Major Thoroughfare Plan, a component of the 1978 Falls Church Master Plan. The Major Thoroughfare Plan has also been updated as a component of this Comprehensive Plan and can be viewed in [Figure 7-11](#). Each street in the City is classified within one of four general categories that are described below.

**Principal Arterial** – Principal arterials are high traffic volume corridors that serve the major centers of activity of metropolitan areas and carry the longest trips over relatively straight courses. Arterials bring traffic to and from the interstates, provide for major traffic movement through the City, and connect the principal traffic generators within the City as well as those outside the City such as Tysons Corner and Seven Corners. Principal arterials, such as Broad and Washington Streets, generally carry 15,000 to 40,000 vehicle trips per day. Right-of-way requirements vary from 68 to 100 feet.

The City is bisected by two principal arterials: Washington Street (Route 29), which runs northeast to southwest and

# Figure 7-1

# City Streets



# City of Falls Church

## LEGEND



# 2005 City of Falls Church Comprehensive Plan

File Name: Comprehensive Plan  
Maps 2005

File Location: h:/gis pc proj/  
Date Created: March, 2006

**Data Sources: City Base Data Layers**

**Disclaimer:** The City of Falls Church is not responsible for loss, if any, resulting from the use of this map or the related data.

Broad Street (Route 7) which runs roughly east to west. Wilson Boulevard, located along the City's southeastern border, is also considered a principal arterial.



**Minor Arterial** – A minor arterial connects to and augments the principal arterial system. Minor arterials provide access to property abutting the street and carry lower traffic volumes and less through traffic than principal arterials. Minor arterials serve areas that generate 10,000-15,000 vehicles per day, such as neighborhood shopping centers, major community facilities, residential complexes, and small business areas. Right-of-way requirements vary from 60 to 90 feet. Minor arterials within the City include Roosevelt Boulevard, Hillwood Avenue, and East Annandale Road between South Washington Street and the City's southeastern limit.

**Collector Street** – Collector streets serve internal traffic within an area of a city, collecting traffic from residential, commercial, and industrial areas and carrying it to the arterials. Collectors differ from arterial streets in that they may penetrate residential neighborhoods carrying traffic from arterials to local streets. Traffic volumes up to 10,000 vehicle trips per day can be anticipated and the minimum right-of-way is usually 50 feet.



Collector streets within Falls Church include Great Falls Street between North Washington Street and West Street, North and South West Streets, West Annandale Road between South Washington Street and South Maple Avenue, and South Maple Avenue between South Washington Street and West Broad Street.

**Local Street** – Local or residential streets provide access to individual homes and businesses. Local traffic should be encouraged while through traffic should be discouraged. Local streets generally carry low volumes of traffic, up to 5,000 vehicle trips per day, and carry traffic to the collectors and arterials. Right-of-way requirements are a minimum of 50 feet.

All streets within the City that are not designated as principal arterials, minor arterials, or collectors, are designated as local or residential streets. See **Figure 7-10** for more specific information about the classifications for various roadways within the City.

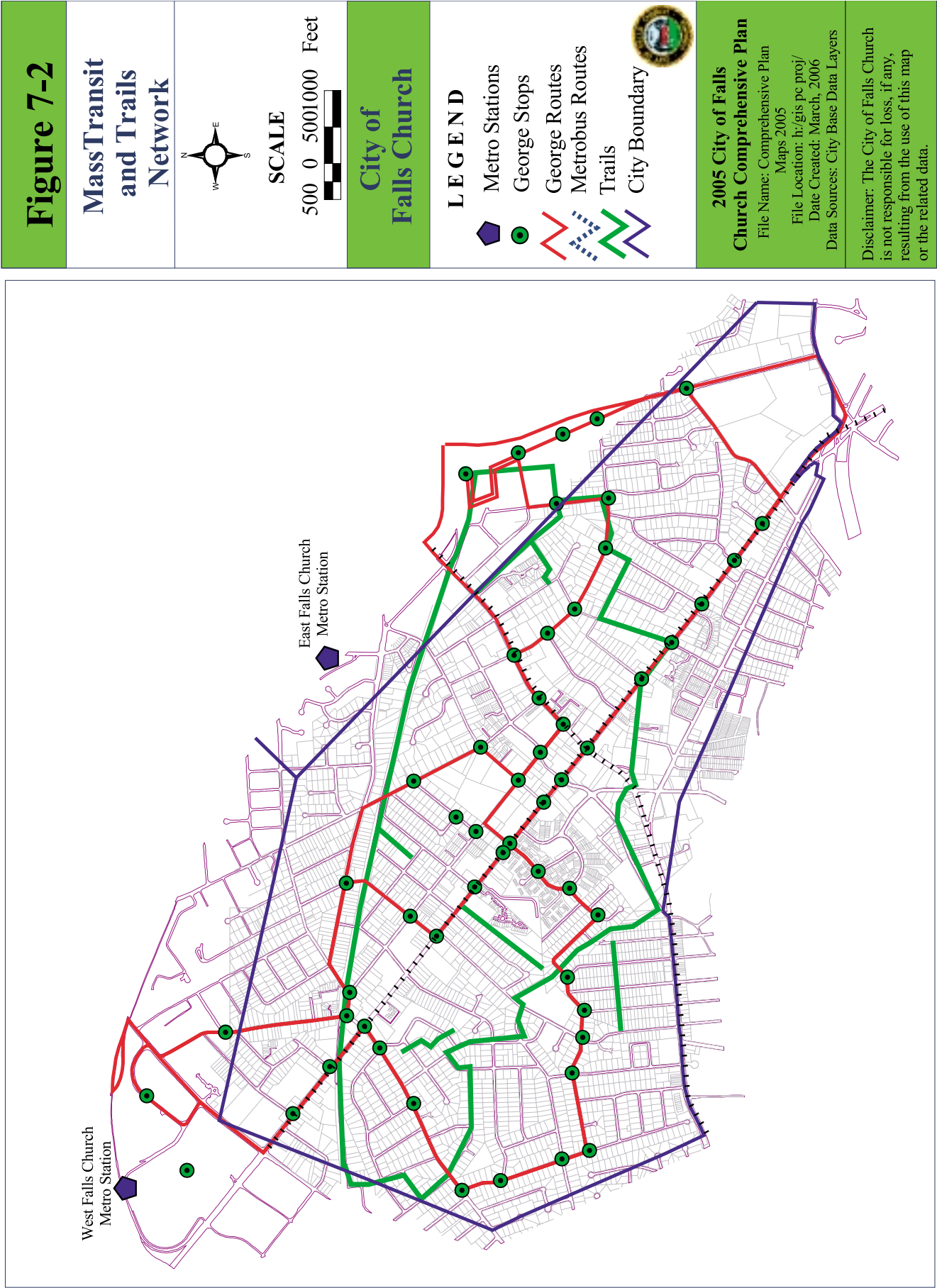
### Public Transportation

**Metrorail** – The City is served by two Metrorail stations, East and West Falls Church, which are operated by the Washington Metropolitan Transit Authority (WMATA). The East Falls Church Station is located on North Roosevelt Boulevard at the northeastern border of the City in Arlington County, and the West Falls Church Station is located along Haycock Road at the western border of the City in Fairfax County. Both of these Orange line Metrorail stations opened in 1986 and they both contain parking facilities.

**Metrobus** – The City of Falls Church participates in the regional bus system operated by WMATA. Within Falls Church there are approximately 300 weekday buses, 200 Saturday buses, and 80 Sunday buses providing service. Metrobus service routes run along Broad Street, Washington Street, Roosevelt Boulevard, Wilson Boulevard, and portions of Annandale Road. These bus routes provide service to the East and West Falls Church Metrorail stations as well as to points in Fairfax and Arlington Counties and the City of Alexandria. [Click here for more information on WMATA bus routes and schedules.](#)

**GEORGE** – GEORGE is a city-based bus service that is operated by WMATA. It runs within the City's commercial corridors and residential neighborhoods, and travels to both the East and West Falls Church Metro stations. It was initially funded by Federal monies and a regionally-supported public transit effort. In 2004 funding for this service became a City responsibility. This bus service operates Monday through Friday from 6:00 am until 8:00 p.m and limited hours on weekends. In the future, as redevelopment occurs, the service is expected to bring more





employees to the City, more people to and from the Metro stations, and move people from place to place within the City. Click [here](#) for more information on GEORGE bus routes and schedules. Figure 7-2 displays GEORGE and Metrobus routes.

**Public School Bus Service** – The City of Falls Church Public School System operates 12 school buses, providing transportation for an average of 1,335 students per day. Both Mount Daniel and Thomas Jefferson Elementary Schools operate four bus routes in the morning and afternoon. George Mason Middle School/High School operates seven morning, six afternoon, and two late bus routes. Additional bus services are provided for mid-day runs to other facilities for summer programs, field trips, and for athletic and extra curricular activities.

**Special Transportation Services** – Transportation services for elderly and disabled City residents are provided through a variety of government, nonprofit, and private organizations. The primary transportation programs currently available to Falls Church residents are Fare Wheels, Fastran and Metro Access programs. Volunteer transportation services are also offered by the Falls Church Community Service Council, which is composed of volunteer members from a consortium of local churches.

Fare Wheels is a transportation program for senior and disabled citizens that provides a monthly subsidy to program participants to pay for taxi services. This program is administered by the Falls Church Department of Housing and Human Services. Eligibility for the program is based on age, income, and disability. The City has a contract with a lift-equipped service to participants who cannot access taxicabs.

The Metro Access program is the paratransit service required by the Americans with Disabilities Act (ADA). It is coordinated by the Washington Metropolitan Area Transit Authority (WMATA) and client eligibility for paratransit service must be certified by WMATA. Paratransit is a curb to curb van service program for persons with disabilities.

In addition to special services for seniors and the disabled, private transportation is provided to the metro stations by the City's largest apartment complex. This trend may continue as new residential projects develop within the City.

### **Taxi Services**

Several taxi companies operate in the City of Falls Church, including special shuttle services to the two local airports. In addition to private taxi services, Falls Church residents can participate in regional carpooling and transit services that guarantee a ride home if unforeseen circumstances arise. Commuter Connections is one such program.

### **Parking Facilities**

The majority of the City's parking facilities are privately owned and are located within the Broad and Washington Street corridors. Several City-owned parking lots are also located on or adjacent to West Broad Street. Some commercial areas of the City lack sufficient parking, while others have excess parking. Funding for additional public parking is being sought through public/private partnerships and federal funding. Plans for expanding public parking are focused primarily on the City Center redevelopment area, where several public parking structures are planned.

The City is considering designating residential protection parking zones in close proximity to commercial areas and metro stations. These areas would be designed to protect the existing residences from an excess of commercial and/or commuter parking and to offer some controlled on-street parking alternatives for local businesses.

### **Bicycle and Pedestrian Facilities**

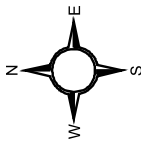
Falls Church contains two bike trail systems, the regional W&OD Trail and the City trail system. The regional trail system extends from Purcellville in western Loudoun County to Mount Vernon in southern Fairfax County and functions primarily as a recreational amenity for pedestrians and cyclists. The goal of the City's trail system is to supplement the regional system and to serve specific areas of the City, which are not readily accessible from the W&OD Trail. Because the current development that is occurring in the City and the possible related alteration of the street configurations, both on- and off-street routes should be considered in order to provide connectivity to major City activity centers and the City Center.



Most of the City's residential and commercial streets include sidewalks on at least one side of the street. However, there are many City streets without sidewalks. In some cases, the neighborhoods did not want sidewalks to be built despite the City's willingness and ability to construct them at one

Figure 7-3

Off-Street  
Parking



City of  
Falls Church

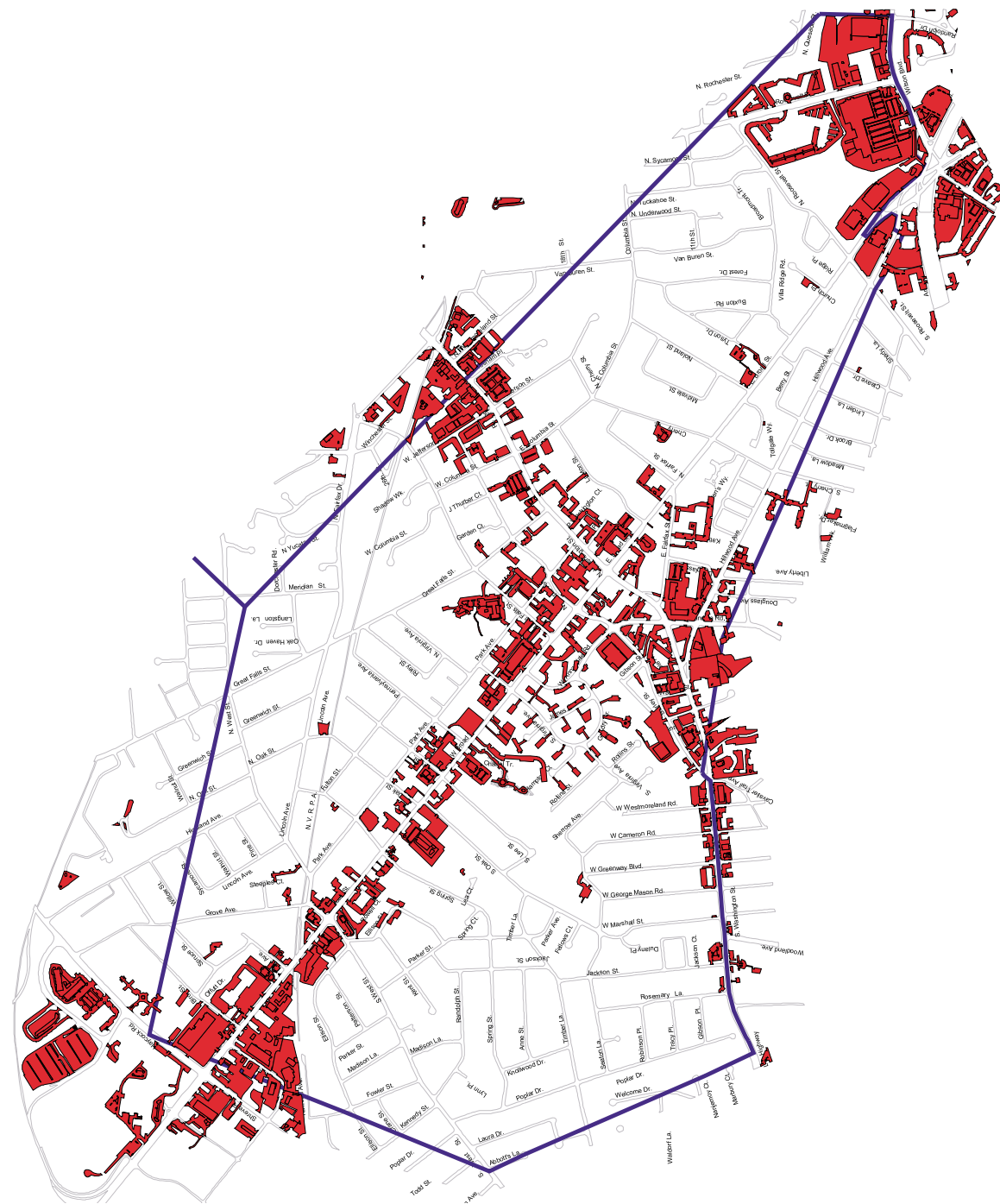
LEGEND

- City Boundary
- Off-Street Parking



2005 City of Falls  
Church Comprehensive Plan  
File Name: Comprehensive Plan  
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point in time. The lack of sidewalks is an issue that is frequently raised as an issue by many current residents who are concerned about the safety of pedestrians and children who play and walk to and from school or school bus stops in their neighborhood. The focus of citizen concerns raised to City staff is generally on vehicular volume and speed, rather than on the need for a safe haven from these vehicles in sidewalks. Both of these issues should be addressed if possible.

In the Broad Street corridor, recent improvements to West Broad Street include brick sidewalks and crosswalks, planters, and street furniture. These amenities have made this area more attractive and safe for pedestrians.

## Existing Traffic Conditions

### Traffic Volumes

The Virginia Department of Transportation (VDOT) has conducted periodic traffic counts for primary roads and biannual counts for secondary roads. The following table lists data for the City's principle arterials and Hillwood Avenue as well as for several other segments of the principal arterials that lie in Arlington and Fairfax Counties.

**Figure 7-4 • 2003 Average Daily Traffic Volume**

Road Segment	Average Daily Traffic Count
West Broad Street at the eastern City line	23,000
Broad Street at intersection with Washington Street	23,000
East Broad Street at the western City line	32,000
Route 7 at Tyson's Corner	65,000
Route 7 at intersection with Route 50	44,000
Route 7 at Bailey's Crossroads	42,000
South Washington Street at northern City border	25,000
North Washington Street at southern City border	27,000
Route 29 and Glebe Road	22,000
Route 29 at intersection with Route 50	39,000
Hillwood Avenue at eastern City line	11,000

Source: Virginia Department of Transportation, 2003

### Travel to Work

Population in the Northern Virginia region has increased steadily, and commuting patterns have changed significantly during the past two decades. The area's traffic system was predominantly designed for commuters to travel between the suburbs into the District of Columbia and other urban hubs, and yet suburb to suburb commuting patterns have increased significantly.

The City of Falls Church lies not only between many of Northern Virginia's suburbs and the District of Columbia, but also between other suburban employment centers. Many resident and non-resident commuters travel through the City to reach Tysons Corner, the District of Columbia and other locales via Route 50, the Beltway, East and West Falls Church Metro Stations, and Route 66.

**Figure 7-5** provides information about where City residents were employed in 1990 and 2000.

Between 1980 and 1990 the number of City residents who worked in the City of Falls Church decreased, but between 1990 and 2000 the number increased by 30 percent. The 929 persons who lived and worked in the City in 2000 represented 13 percent of the City resident workforce. This change suggests that City residents may be moving closer to their jobs or taking jobs closer to home, due to increased traffic congestion. It is also possible that some people are telecommuting or have in-home businesses.

**Figure 7-5 • Place of Work of City Residents, 1990-2000**

Place of Work	2000	1990
Falls Church City	929	715
District of Columbia	1,696	1,708
Fairfax County	1,653	1,605
Arlington County	837	764
Alexandria City	190	230
Montgomery County, MD	186	212
Prince George's County, MD	69	77
Fairfax City	69	110
Loudoun County	64	41
Prince William County	42	27
Howard County, MD	19	0
Charles County, MD	14	15
Frederick County, MD	14	0
Baltimore City, MD	11	0
Work Elsewhere	60	16
<b>Total</b>	<b>5,853</b>	<b>5,520</b>

Source: US Census Bureau, 2000

The 2000 Census reported that of the 8,870 persons who work in the City Falls Church, 7,941 (92 percent) commuted from outside the City. The same percentage of employees commuting into the City was reported in 1990. These figures are displayed in **Figure 7-6**.

**Figure 7-6 • Origin of Commute for City-based Employment, 1990 and 2000**

Commute Origin	2000	1990
Falls Church City	929	715
Fairfax County	4,061	4,667
Arlington County	1,043	788
Alexandria City	418	296
Montgomery County, MD	380	469
District of Columbia	370	601
Prince William County	355	372
Prince George's County, MD	293	403
Loudoun County	291	168
Fauquier County	93	44
Fairfax City	90	113
Manassas City	73	86
Howard County, MD	66	37

Spotsylvania County	52	24
Jefferson County, WV	44	17
Stafford County	38	63
Charles County	26	18
Warren County	23	21
Calvert County	22	12
San Francisco County, CA	22	0
Work Elsewhere	92	15
<b>Total</b>	<b>8,781</b>	<b>8,929</b>

Source: US Census Bureau, 2000

At the same time that commuting patterns have changed, the use of single-occupancy vehicles to travel to work has increased between 1990 and 2000 causing even more traffic congestion in Northern Virginia. However, among Falls Church residents, the pattern of single-occupant vehicles appears to have leveled off since 1990. The percentage of City residents who drive to work remained very close to the same between 1990 and 2000, according to census data. See **Figure 7-7** for more information.

The percentage of workers using public transportation increased from 12 percent in 1980 to 16.7 percent in 1990 and dropped to 15.9 percent in 2000 according to the US Census. In 2000 23.3% of Arlington County's residents, 16.4 percent of Alexandria's residents, and 7.3 percent of Fairfax County's residents traveled to work via public transit. In addition, the percentage of persons who traveled to work on foot or by bicycle in 2000 was 3.9 percent in the City of Falls Church, 6.3 percent in Arlington County, 3.5 percent in the Alexandria, and 1.4 percent in Fairfax County. These percentages are reflective of many different factors, including development patterns, the size of the jurisdiction, and the availability of pedestrian and cyclist facilities. The remainder of commuter choices were distributed between motorcycles and other means. The percentage of people working at home in the City increased from one percent in 1980 to four percent in 1990 and to five percent in 2000.

Figure 7-7 • Falls Church Residents Mode of Travel to Work

Means of Travel	Percent of		Percent of	
	2000	Total	1990	Total
Drove Alone	3,690	63.0	3,530	62.7
Carpooled	672	11.5	740	13.1
Public Transit (including taxicab)	928	15.9	938	16.7
Bicycled or Walked	227	3.9	159	2.8
Motorcycled or Other Means	41	0.7	46	0.8
Worked at Home	295	5.0	216	3.8

Source: US Census Bureau, 2000

Traffic Violations

In 2003 the total number of traffic citations in the City was 4,966. This includes a variety of traffic violations, but does

not include citations generated through the red light camera program. The roadways producing the most traffic and speed citations in the City for 2003 were Broad Street, Washington Street, Hillwood Avenue, Lincoln Avenue, Great Falls Street, and Roosevelt Boulevard. The greatest number of citations were given to motorists traveling these roadways, partially because they are the highest volume roadways (principal and minor arterials), most of which are designed to allow for higher speeds and are thus patrolled more regularly than the City's smaller roadways.

In 2001 the City began installing photo red light cameras to photograph vehicles that enter an intersection when a traffic light is red. In 2005 the State of Virginia disallowed the use of red light programs by local jurisdiction. The City's program was established to discourage red light running, but also to prevent accidents. The system is designed to detect when a vehicle is traveling through a red light and change all four lights to red at that moment to prevent accidents. Between the time of the introduction of the City's automated red light camera operation in 2001 until September, 2004, the City issued 32,812 traffic violations.

Although there is no comprehensive data on the speed that traffic is moving throughout the City, speeding ticket data and radar data during the past two years suggests that there are regular infractions of the City's 25 mile per hour speed limit. Radar data collected on a small number of residential streets in the past few years have generally shown that most traffic is traveling at or several miles per hour above the posted speed limit.

Traffic Management Techniques

Traffic Calming

Neighborhoods tend to have fewer problems with speeding when they have narrow streets, parking on both sides of the street, marked divided pavement, a canopy of trees that creates a "tunnel" effect, streets that are not completely straight, and sidewalks.

Traffic calming is a procedure designed to calm or control motorized vehicular traffic. It is designed to protect



pedestrians, cyclists, and vehicular passengers, and to improve the overall quality of life for residents. Traffic calming is undertaken in order to restore some balance between motorists and all other roadway users and to change the design and role of streets. These techniques offer a more equal status to all road users and create a shared roadway.

Traffic calming measures are generally designed to reduce motor vehicle speed on both residential and commercial streets, thereby making streets safer for pedestrians and cyclists; reduce cut-through vehicular traffic on residential streets; promote pedestrian, bicycle, and transit use; improve the real and perceived safety for non-motorized

users of the streets (e.g. bicyclists and pedestrians); and provide more greenery (trees, shrubs, etc.). Examples of traffic calming measures are vertical changes in the road (e.g., speed humps and raised intersections); lateral changes or narrowing of the road (e.g. bulbouts, islands, and on-street parking); traffic circles or islands; reduced corner turning radii; gateway features (e.g. signage, landscaping or architectural features); and traffic control devices such as stop signs, speed limit signs, turning restriction and access signs, and traffic lights. Specific traffic-calming devices are described in the toolbox in **Figure 7-8**.

Traffic calming measures can be either physical features or perceived features. Some physical features force drivers to

**Figure 7-8 • Traffic-Calming Toolbox**

Traffic Issue	Traffic-Calming Measure	Positive Aspects	Negative Aspects	Relative Cost
Convenience, safety information	<b>Roadway Markings</b> – such as striping for lanes.	Very low cost and easy approach to control vehicular movement.  Keeps vehicles in the proper location and causes them to slow somewhat as drivers are forced to concentrate on staying in a defined lane.	Can reduce available right-of-way for parking or bicycle lanes.	Low
Cut through traffic	<b>Turn/Access Restrictions</b> – "No Right Turn" or "No Left Turn" signs are commonly used to prevent cut-through traffic, especially during rush hours.	Forces motorists to use another street, preferably a primary arterial.  Generally effective at reducing traffic volumes in residential neighborhoods.	Can be inconvenient to residents and nonresidents.	Low
Cut through traffic	<b>One-way Streets</b>	Significantly reduces traffic volume.	Interferes with traffic flow and diverts traffic to other streets.	Low
Cut through traffic	<b>Truck Restrictions</b>	Reduces truck volume.	Diverts truck traffic to other streets.	Low
Vehicular safety, pedestrian safety	<b>Multiway Stop Signs</b> – Stop signs are intended to control the flow of traffic, but are not intended to reduce speeds in an area.	Forces vehicles to come to a complete stop, generally breaking up the flow of traffic and allowing pedestrians and other non-motorists to have the right-of-way.	If a stop sign is not warranted in an area, motorists will perceive that it is safe to ignore it. This causes a danger to pedestrians, cyclists, and other non-motorists who may rely on vehicles stopping at the sign to cross safely.  Can cause traffic to stack up where installed and create more vehicular noise.	Low
Speeding	<b>Traffic Circle</b>	Traffic flows smoothly through circles and there is a lower incidence of vehicular collisions in circles than at other types of controlled intersections.	Can be more difficult for pedestrians to be seen in circles and for them to maneuver	High

Figure 7-8 • Traffic-Calming Toolbox (continued)

Traffic Issue	Traffic-Calming Measure	Positive Aspects	Negative Aspects	Relative Cost
Speeding	<b>Narrow Streets</b> – Several methods of effectively reducing the width of existing roads are to paint travel lane markers or center dividing lines, paint bicycle lanes, paint parking lanes, allow parking on one or both sides of the street, and install median strips. A jurisdiction can also require new streets to be narrower than pre-existing streets.	Narrower lanes or the perception of narrower lanes, encourages drivers to reduce their travel speed.	Requires adequate right-of-way to maintain lanes that are wide enough for vehicles to travel within.	High
Speeding	<b>Median</b> – This is another method of reducing road width.	Can slow traffic and provide a safe haven for pedestrians who are crossing the street.	Must be designed correctly so as not to create vehicular safety issues. Generally require additional signage to alert drivers to them. Also can block access to driveways.	High
Speeding	<b>Monetary Fine</b> <b>Speeding Warning Signs</b>	This type of threat can be very effective at preventing speeding.	Signage can be ignored over time.	Low
Speeding	<b>Speed Humps, Bumps, Raised Crosswalks, and Tables</b> – Raised strips of varying heights and widths that cars must pass over. Raised crosswalks at intersections are a form of speed table. These are usually fairly wide and very gradual allowing greater speeds than humps or bumps.	Encourages most drivers to reduce speeds to accommodate the hump.	Emergency crews are often forced to slow down for humps or bumps.  Snow plowing operations sometimes have difficulty maneuvering their equipment over humps and bumps.  Cars passing over make additional noise.  Additional signage is required to alert motorists.	Medium
Warning	<b>Rumble Strips or Changes in Roadway Surface</b> – Patterned sections of rough pavement designed to cause a slight vibration in a car. Any change in road surface, such as brick pavers used at pedestrian crosswalks, can have a similar effect to a rumble strip.	Alerts drivers to stop signs, lights or other elements and should signal them to slow down.	The noise produced by rumble strips has sometimes provoked objections from nearby residents. Can cause problems with maneuverability of large vehicles.	The noise produced by rumble strips has sometimes provoked objections from nearby residents. Can cause problems with maneuverability of large vehicles and dangers for cyclists.
Speeding	<b>Speed Display Trailer</b> – A device that displays vehicular speed through the use of radar.	Can alert motorists that they are speeding.	Motorists may revert to previous behaviors after trailer is moved.	None



Figure 7-8 • Traffic-Calming Toolbox (continued)

Traffic Issue	Traffic-Calming Measure	Positive Aspects	Negative Aspects	Relative Cost
Speeding, pedestrian Safety	<b>Nubs (curb extensions, chokers)</b> – The extension of an existing curb out into a roadway.	Physically reduces the space in which cars can travel, thus encouraging them to slow down.  Provides a space where pedestrians can be seen more readily by motorists and where pedestrians can see vehicles that otherwise might be blocked by landscaping or by cars parked on the street.  Reduces the distance that pedestrians must travel to cross to other side of the street.	Snow removal equipment can have increased difficulty in moving around the nubs.  Can be costly to construct.  Can inhibit pre-existing drainage facilities.  Can create possible safety concerns for turning vehicles.  Can cause problems with maneuverability for large vehicles.	High
Speeding, Pedestrian Safety	<b>Reduced Turning Radii</b> – Typical residential radius requirement is 25 feet, but existing curbs could be extended such that the turn is more sharp, with for example, a 15 foot radius.	Forces drivers to reduce speed to safely accommodate the sharper turn.  Leaves the pedestrian with a shorter distance to travel to cross the street.	Can be costly to construct.	High

change their behaviors, while others only encourage drivers to change behavior. Some physical features include landscaping; a painted center line on a road; and striped bike travel lanes or parking lanes that might cause drivers to perceive that a road is narrower and therefore slow down, but it does not physically force them to slow down. Reducing sight distances by putting a curve or impediment in the road can also force drivers to proceed with caution.

Traffic control devices are designed to regulate, warn, guide, and inform drivers. They include stop signs, speed limit signs, and traffic signals. Traffic management techniques are designed primarily to reduce traffic in certain areas. They typically include one-way streets, turn restrictions, and street closures. These devices are generally self-regulating, because drivers are "on their honor" to obey traffic laws unless the Police Department is patrolling an area.

Many of these techniques may reduce speeds on residential streets, but there are drawbacks to each. Some of the devices described above are expensive to build and/or difficult to maintain. Another drawback is that emergency vehicles are forced to slow down to some extent when passing over raised sections of roadway. Finally, the most important drawback is that when motorists are inconvenienced by reduced speeds or inability to access a road, they tend to look for other shortcuts. For this reason cut-through traffic and speeding problems may be alleviated on the affected road, but simply diverted to another near-

by residential street. For these reasons, a comprehensive study and approach to traffic calming is needed within the City of Falls Church to make sure that problems are not simply shifted from one street to another.

### City Traffic-Calming Efforts

The Police Department, Citizens' Advisory Committee on Transportation (CACT), and the City staff interdisciplinary transportation team (CIT) play an important role in calming or controlling traffic in the City. This is achieved through enforcement of the various traffic laws, including stop sign and traffic signal violations, registration violations, parking violations, and truck usage violations. If Police enforcement of traffic laws are not effective, the CACT, a volunteer citizen group appointed by the City Council, and CIT, made up of staff and a liaison from the Public Safety Committee, analyze the situation and make recommendations regarding the appropriateness of a variety of other traffic calming measures within the Neighborhood Traffic Calming Program (described below). The CACT/CIT analyzes traffic issues and makes recommendations to the City Manager.

The most commonly voiced complaints from City residents in the past few years have been that increased traffic volume, vehicular speeding, and commuter and commercial customer parking have been taking place on residential streets. The most common complaint is that there

is a speeding problem on a particular street with young children. The traffic volume on City streets has risen, but the narrowness of many of the City's streets contributes to the perception of speeding. With the significant growth in the number of school age children in the City over the past decade, the average number of young children on each street has risen.

The City has tried during the past 15 years to solve these types of traffic problems through the work of its (CACT). This has been done on a reactionary basis to complaints from citizens and has been a difficult process. Piecemeal reactions to traffic issues on individual streets often lead to the shifting of problems onto other streets. A more comprehensive and proactive approach to traffic-calming is desirable. A plan created and implemented at the neighborhood, quadrant, or citywide level could be very effective in reducing the impacts of vehicular traffic.

During the mid-1990's the CACT recommended that the City install speed humps on Grove Avenue and Little Falls Street. In the past few years the City has also erected additional speed and informational signage, painted center lines on a number of streets, placed rumble strips on South West Street and East Broad Street, and placed four-way stop signs at the intersections of South Oak and Seaton Lane, Park Avenue and North Virginia Avenue, and Fulton Avenue and North Oak Street. In addition, the City completed a large-scale traffic-calming project on Hillwood Avenue between North Roosevelt Street and Cherry Street that contains a series of landscaped islands and stamped brick paver crosswalks. This project has physically narrowed the roadway and is intended to reduce vehicular speed.

In 2003 the City initiated a Neighborhood Traffic-Calming (NTC) Program. The primary goal of the program is to reduce the impact of vehicular traffic and improve pedestrian and bicyclist safety within and around the neighborhoods of the City.

Some other goals of the NTC Program are to:

- Establish effective, fair, and consistent policies for implementing traffic calming measures.
- Change the culture of neighborhood street use from "cars first" to "people first".
- Ensure that neighborhood street use is consistent with the Master Transportation Plan the Comprehensive Plan's Transportation Network Plan designations and zoning to the greatest extent possible.
- Identify residential areas that are in need of traffic-calming measures and prioritize them in order of severity.
- Reduce the speed of traffic on residential streets and redirect cut-through traffic to the arterial road network when warranted.

- Implement other traffic-calming measures on local streets when necessary.
- Control commuter parking on residential streets.

The NTC Program reflects the work of the Citizens' Advisory Committee on Transportation and City Interdisciplinary Transportation Team (CACT/CIT). The process described for this program represents a community-based, problem-oriented approach to solving neighborhood traffic problems. For more information on the City's NTC Program, see the [City of Falls Church Neighborhood Traffic Calming \(NTC\) Program](#).

The CACT/CIT accepts NTC petitions for traffic-related problems from January 1 through June 30 of each calendar year. During this period each request is evaluated by staff and referred to the CACT for review if appropriate. A significant display of neighborhood support, both in defining the issue and in favor of a mitigation measure is required prior to certain steps. If a project is deemed appropriate for the NTC program, it will be considered with the pool of other appropriate petitions and prioritized in order of severity for funding in the next Capital Improvement Program (CIP), which is a funding mechanism for the City. Projects that do not show the required amount of neighborhood support will not be entered into this pool. In addition, the magnitude of the severity of the problem, as determined by the final prioritization, will determine in which year the project may be funded in the CIP.

The following is a summary of the NTC program steps. Please refer to the NTC program [weblink] document for the specific steps:

- The petitioner provides information about his/her perception of a traffic issue and this perception is clarified through a questionnaire and staff.
- Planning and Environmental Services staff members determine whether the request should go to the City Manager or CACT/CIT, or should be handled directly by staff.
- If the issue is referred to the CACT/CIT the group will consider it at the following meeting and determine whether it should go through the NTC process or be handled in a different manner.
- If the request is to go through the NTC process, the CACT/CIT will identify which households or businesses should be invited to come to the next meeting to provide their opinions/show support on the issue raised by one of their neighbors.
- At the following meeting a minimum of 25 percent of the invited households or businesses must be in attendance in order for the process to move further. If 25 percent of the invited households do not attend, the issue will be discussed, but the item will

not proceed beyond that meeting, unless City staff determines that it is necessary.

- If the required number of residents do attend and are in consensus about the issue, then the data collection process of traffic volume, speed, and other relevant data will begin.
- Staff will collect traffic volume, speed, and other relevant data.
- Staff will review the data and send it to the CACT/CIT for review.
- If the perceived problem meets the definitions of speeding or excessive traffic volumes, the case will move forward. If the CACT/CIT, after discussion, decides other neighborhood traffic-related issues (as defined by the program document) are severe enough to proceed for a particular case, then the project can also move forward. If the collected data does not meet the thresholds, the CACT/CIT will take no action and the project would not be eligible for re-evaluation for a two year period.
- The CACT/CIT will meet with original petitioner(s) and any interested neighbors and appropriate calming measures will be discussed. Once the majority of the group is in agreement about the recommendations, a survey will be sent out to the community (can be a larger area than original survey) to assess the support for the identified traffic-calming measure(s). If 75 percent of the study area residents agree with the recommendations, the plan will be prioritized in relation to other plans for a recommendation for funding.
- Staff will put all community-approved projects on a list that is considered once a year as part of the Capital Improvement Program process. Each project will be prioritized using the data collected and the criteria and scoring system described in the program document.
- If the community does not agree with the recommendation, the case is dropped and cannot be reconsidered for a two year period.

### *Transportation Demand Management Techniques*

Rising traffic volumes within the Northern Virginia and Washington, D.C. metropolitan area are causing increased road congestion and pollution. The Washington, D.C. metropolitan area continues to be classified as an ozone non-attainment area. The predominance of single-occupancy automobile use has meant that increasing road capacity over the years has allowed roads to move more automobiles, but not necessarily more persons. Transportation Demand Management Techniques (TDMs) are designed to reduce the use of automobiles, especially single-occupancy automobiles. They include such strategies as

improved pedestrian connections, increased mass transit, carpooling, bicycle use and high occupancy vehicle (HOV) lanes on interstates. All of these strategies are designed to move more persons in fewer automobiles, resulting in less congestion and less pollution. Other TDMs promote staggered workdays and telecommuting to reduce the number of cars traveling at peak hours of demand.

Although the City of Falls Church is serviced by two Metro stations, many of its residents as well as residents from surrounding areas do not travel to work in areas that are primarily serviced by Metro. Metro has and will continue to experience parking shortages at the East Falls Church Metro Station in particular. The West Falls Church Station has increased its parking through a joint agreement with the Northern Virginia Graduate Center and is creating further increases and parking efficiencies at West Falls Church Metro Station through the construction of a garage.

As noted above, many Northern Virginians are commuting from suburb to suburb, which makes it difficult or impossible to use the Metro. Increasing Metro service to suburban locations could improve road congestion, but this service is very costly. In addition to Metro expansion, cross-commuter bus services can be used to reduce automobile demand. A variety of local and regional agencies, as well as employers, will help individuals find carpools. The HOV requirements on I-395 and I-66 have provided strong incentives for individual drivers to begin carpools.

The bicycle is a low cost, energy-efficient, and environmentally sensitive alternative to the automobile. The City and the region should do everything possible to promote safe bicycle transportation, especially for peak hour commuting purposes. Bicycle trails in Northern Virginia are extensive and provide the means for convenient commuting into the District of Columbia and from suburb to suburb.

The City should be proactive in encouraging and possibly considering incentivizing its employees, residents, and private business employees to use flexible work schedules, to telecommute when possible, to and carpool. It should also continue to work with developers to offer adequate bicycle storage and employee changing facilities. In 2005 the City established a telecommuting program and commuter incentive program for its employees who do not drive to work or take public transit. The number of persons traveling alone by automobile from the City to elsewhere for work and from elsewhere to the City for work should be reduced as much as possible. In addition, the City should continue to create new and preserve existing affordable housing units such that City employees and other low- to moderate-income persons who work in the City can live here, thereby reducing the demand for travel.

Figure 7-9 • Existing and Major Thoroughfare Plan Street Designations and Widths

Correlated to Letters on Figure 7-11	Street Segment	Existing Widths		Road Classification*	Major Thoroughfare Plan Widths	
		Right-of-Way (feet)	Curb-to-Curb		Right-of-Way (feet)	Curb-to-Curb
A	West Broad Street from City Line to 400 feet east of West Street	90	62	Principal Arterial	80-90	62
B	West Broad Street 400 feet east of West Street to Little Falls Street	80	48	Principal Arterial	80-90	48-62
C	West and East Broad Streets from Little Falls Street to Fairfax Street	90	62	Principal Arterial	80-90	48-62
D	East Broad Street from Fairfax Street to City boundary	66	48	Principal Arterial	66	48
E	North and South Washington Streets: All	68-78	52-64	Principal Arterial	80	52-64
F	Roosevelt Boulevard from N. Roosevelt Street to City Line	90	60	Minor Arterial	90	60
G	Annandale Road from City Line to South Washington Street	40-56	37-48	Minor Arterial	60	48
H	Annandale Road from South Washington Street to South Maple Avenue	60	48	Collector	60	48
I	Hillwood Avenue from South Washington Street to City Line	80	46-65	Minor Arterial	80	46-65
J	South Maple Avenue from South Washington Street to West Broad Street	40-60	36-48	Collector	60	48
K	Great Falls Street from North Washington Street to City Line	40-50	32-36	Minor Arterial	50	32-36
L	South West Street from City Line to West Broad Street	40-51	39-47	Minor Arterial	50	39-47
M	North West Street from Broad Street to City Line	40-50	37-39	Minor Arterial	50	37-39
N	Lincoln Avenue from North West Street to eastern boundary/ from North West Street to western City boundary	50/50	40/30	Local	50/50	40/30
O	North Cherry Street from East Broad Street to East Columbia/ from East Columbia to East Jefferson Street.	30/35-40	23/28	Collector	30/40	23/28
P	South Cherry Street from East Broad Street to Hillwood Avenue/ from Hillwood Avenue to City boundary	24/50	23/26	Collector	24/50	23/26



Figure 7-9 • Existing and Major Thoroughfare Plan Street Designations and Widths (continued)

Correlated to Letters on Figure 7-11	Street Segment	Existing Widths		Road Classification*	Major Thoroughfare Plan Widths	
		Right-of-Way (feet)	Curb-to-Curb		Right-of-Way (feet)	Curb-to-Curb
Q	North Oak Street from City boundary to North West Street/ from North West Street to West Broad Street	40/50	30/30	Local/Collector	40/50	30/30
R	South Oak Street	40-50	30-40	Collector	40-50	30-40
S	N. Roosevelt Street: All	50	30-40	Collector	50	30-40
T	Little Falls Street: All	30-60	32-36	Collector	30-60	32-36
ALL OTHER STREETS		50	Up to 36	Local	50	Up to 36

Source: Road classifications have been derived from VDOT classifications based on recent traffic counts and configurations.

## Transportation Plans in and Around the City of Falls Church

Due to the largely developed nature of the City, there are no plans for major new road construction projects within the City. However, the City maintains a Transportation Network Plan and the roadway element of this plan is displayed in **Figure 7-9** and all elements are graphically depicted in **Figure 7-10**. The redevelopment of the South Washington Street corridor may require the realignment of certain street patterns. The redevelopment of the City Center also includes preliminary plans to realign Maple Avenue. Street projects identified in the 2003-2008 Capital Improvements Program (CIP) include streetscape improvements to the Village Section of West Broad Street (the 400-900 blocks of East Broad Street) and improvements to Gordon Road and the undergrounding of utilities.

## Transportation Network Plan

Another transportation initiative within the City is the development of a transportation plan for the City Center area. This plan is being created by a consultant and will provide guidance on pedestrian and vehicular access issues to and within the City Center, appropriate locations for parking facilities, and other transportation-related issues. Funding for this plan is being provided through the Regional Surface Transportation Program (RSTP) program. The Fairfax County Transportation Plan shows future improvements to Route 7 east of Route 50 (at Seven Corners) and west of Haycock Road. However, they should not directly impact the City of Falls Church. Figure 7-10 displays the existing road widths, state classifications, and planned widths.

## Regional Transportation Planning

Transportation planning for Northern Virginia takes place on the local, regional, and state levels. The City of Falls Church is represented on regional transportation plan-

ning boards. Planning for significant transit and road projects, such as highway widening, HOV extensions, major studies, and the extension of Metro-like services to the Dulles Corridor, are coordinated at the regional level through the various transportation planning boards, commissions, and authorities.

The Northern Virginia Transportation Commission (NVTC) provides a transportation policy forum for the region, and is charged with allocating state, regional, and federal transit assistance each year to area member localities. The Virginia General Assembly established the NVTC in 1964 to manage the functions and property of the Northern Virginia Transportation District to facilitate the planning and development of a transportation system for Northern Virginia.

In 2002 the Northern Virginia Transportation Authority (NVTA) was created by the Virginia General Assembly. It is responsible for developing a regional transportation plan, working with Northern Virginia localities to develop regional priorities and policies in the provision of transportation facilities or services to implement the plan and improve air quality. The NVTA serves as an advocate for the transportation needs of Northern Virginia to the state and federal governments. The NVTA recently updated the Northern Virginia 2020 Transportation Plan with [TransAction 2030](#). The plan, which identifies multi-modal transportation solutions to the region's growing travel needs, has guided the region's transportation planning and funding decisions for the past four years since its approval in December 1999.

At the metropolitan Washington, D.C. regional level, major highway, transit, and HOV improvements and related studies are coordinated through the National Capital Region Transportation Planning Board (TPB), which is staffed by the Metropolitan Washington Council of Governments (MWCOC). Major capital improvements utilizing state and federal funds for roads and transit to be funded over the next six-year period are included in the regional Transportation Improvement Program (TIP), gen-



erated by local and state governments and approved by the TPB. The specific projects in the TIP are taken from the Constrained Long Range Plan (CLRP), which is a comprehensive 25 year plan of transportation projects and strategies. Federal law requires the long-range plan to be comprehensively updated every three years, although it is typically amended every year. Prior to approving the CLRP and TIP, the TPB approves an air quality "conformity determination" showing that anticipated vehicle emissions will conform to air quality improvement goals contained in the region's air quality improvement plan.

In 1990, Congress enacted amendments to the Federal Clean Air Act. Under this Act the Metropolitan Washington Council of Governments (MWCOC) was designated as the planning organization responsible for air quality planning in the Washington region. At this time, all of the Washington region exceeds the federal standard for ozone, and some areas do not meet standards for carbon monoxide. The Clean Air Act requires that all major capital transportation improvements, as reflected in the TIP, must demonstrate that they will meet Clean Air Act amendment goals, projected growth, and availability of funds.

Despite air quality and traffic congestion concerns, great difficulty exists in implementing federal clean air and transportation programs, because many of the programs depend upon fewer people driving their cars. While policymakers emphasize mass transit, census numbers indicate that the public favors driving to all other forms of transportation.

### Future Trends and Projections

Due to the City's central location in Northern Virginia, it will obviously be affected by changes occurring throughout the metropolitan area. City staff projects the City's population to increase by approximately 700 persons between 2005 and 2010, while the population projections for Arlington and Fairfax Counties and the Washington metropolitan region will also contribute significantly to the impact of transportation on the City. Between 2005 and 2010, Arlington County's population is projected to increase by approximately 5,000; Fairfax County by approximately 69,000; and the Northern Virginia area by approximately 180,000. These population forecasts were obtained from the MWCOC Round 6.3 and 7.0 Cooperative Forecasts, October, 2003 and March, 2005. This growth will have significant impacts on the City and regional transportation system.

Between 2005 and 2010 employment is forecast to increase by 2,300 in the City of Falls Church, 27,000 jobs in Arlington County, by 150,000 jobs in Fairfax County, and by 150,000 jobs in the Northern Virginia area. The effect of such growth will continue to place demands on existing road networks, and the need for expanded public transportation opportu-

nities will increase. At the same time, federal requirements for clean air will increasingly dictate the manner in which transportation demands are served and met.

Several regional transportation planning elements will affect the City of Falls Church. When metrorail is extended to Tyson's Corner and Dulles Airport, it is anticipated that West Falls Church Metro Stations will become a transfer station. This change would make that station much more heavily traveled and development pressures and transportation needs in the area of this station much greater. The Regional 2030 Transportation Plan also includes a potential lightrail link between the Pentagon and Tysons Corner along Route 7. If this rail line is constructed, it could potentially have a large impact on the Broad Street corridor within the City.

Traveling within the City is relatively convenient as Falls Church is a small geographic area. Walking is a viable option that is facilitated by a reasonable quality sidewalk network. Strengthening this network and other non-automotive transportation networks will be key to making the City more self-sustaining. Additional pedestrian crossings on West Broad Street are planned to facilitate movement of persons to and from new retail facilities in the Village section of the City. Convenient and safe pedestrian movement is also a key goal of the City Center transportation plan that is currently being developed.

At a broader level, a traffic management plan is recommended to plan for and fund traffic-calming and other pedestrian and cyclist improvements that will eventually create a seamless safe network for non-automotive users to move throughout the city and to and from all of the major activity centers – schools, parks, civic buildings, shopping areas, and in particular to the City Center. Such a network will provide more convenient access for residents, visitors, and workers to a number of new mixed-use development projects and the proposed City Center project that will provide a variety of retail, dining, and entertainment options. These areas must also be accessible by local bus and short automobile trips. New commercial office and retail development in the City will also provide some additional opportunities for City residents to work within the City, thus reducing the need for travel.

The City also has proposed the creation of an intermodal transit station within the new City Center. This station could service resident, worker, and visitor needs for access to bus, metrorail, taxi services, airport shuttles, and rental cars. It could contribute to creating a more seamless experience for the Falls Church City traveler within the region. Linkage to the regional system would also be strengthened through the creation of a structured public parking facility within the City Center.

Traveling from the City to locations outside of the City by automobile will remain a challenge. Therefore public transit and non- automotive options for travel will remain extremely important to the City’s residents. The City should also pursue Transportation Demand Management Techniques to reduce traffic demand, particularly during peak travel periods.

Another issue that will be aggravated by the projected increase in traffic is the problem of traffic in residential neighborhoods. As traffic and congestion worsen on the primary roads, many drivers will opt to wind their way through residential streets and neighborhoods in an attempt to find a less congested, quicker route through the City.

The CACT/CIT will continue to look at neighborhood traffic issues and mitigate them to whatever extent possible. It will not be possible to completely alleviate traffic problems, and the traffic volume on residential streets will probably continue to increase. The City should take a comprehensive look at methods to encourage drivers to operate at or below the speed limit and protect motorists and non-motorists. This could be addressed through the previously mentioned traffic management plan.

Parking for existing and future businesses will remain a

concern for the City. New development projects should create enough parking to accommodate the demand. The City should continue to work with developers to ensure an adequate level of parking, but at the same time not create an oversupply of parking, as well as promoting techniques to reduce the demand for parking on specific sites. The City should also negotiate with developers to possibly provide additional public parking in areas where shortages currently exist and future demand is anticipated such as in the City Center. It is anticipated that future growth will lead to a more intense use of residential areas for public parking and as such the City should establish a city-wide parking plan to provide fair and shared use of the streets.

The City’s transportation goals and strategies are to be achieved through a variety of means. The goals and strategies within the matrix below describe methods for implementing the suggested changes. The "Required Action" and "Responsible Party(ies)," columns of the matrix provide additional guidance to the City in areas which will require additional actions or resources to achieve the City’s transportation goals and strategies.



*VISION: The City will have an efficient, safe, accessible, and high quality transportation system that is consistent with its land use policies. Traffic on City roads will flow freely, but at a moderate pace with minimal disturbance to residential neighborhoods. All areas of the City will be accessible both internally and from the region via a range of public and private transportation alternatives. The City will encourage and facilitate safe and convenient access to pedestrian and other forms of non-automotive transportation to decrease congestion and contribute to the improvement of local and regional air quality.*

### GOAL 1. Ensure that the City's transportation system is adequately maintained.

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Maintain the City's public streets rights-of-way and sidewalks.	It is important that City rights-of-way be maintained at a level that is safe to all who travel them. Maintenance work should only be done as necessary and not on a set schedule.	Perform an annual inspection of the City roads and sidewalks and use this as basis for determining maintenance needs. Include this information into a geodata linked database that can be accessed and updated with portable computer devices.  Program funds into the budget and CIP for necessary repairs or improvements on an as-needed basis.	Department of Environmental Services

### GOAL 2. Ensure the safety of the traveling public.

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Mitigate identified vehicular traffic hazards.	The CACT/CIT has continually reviewed situations where residents feel that an unsafe curve, blind spot, or traffic flow situation exists. The City has responded by increasing notification signage, striping roadways, increasing fines and signage for vehicular speeding, and in some cases has placed four-way stops to protect motorists and pedestrians. In addition, the City has installed red light cameras that are designed prevent motorists from entering an intersection when another motorist is running a red light.	Respond to citizen vehicular traffic-related concerns.  Provide police enforcement of speed limits and other laws.  Develop a speeding advocacy campaign within the city using a variety of communication tools.	Department of Environmental Services, CACT/CIT, City Manager
B. Improve pedestrian and bicycle safety throughout the City.	Pedestrian safety issues are often brought to the attention of the City, and the majority of the requests concern the safety of pedestrians, primarily children. These complaints are often linked to the lack of sidewalks in certain locations. In the past few years the City has installed a number of pedestrian improvements: crossing signals (including a few with the digital crossing time count-down); painted crosswalks; brick paver crosswalks in the West Broad Street streetscape and the Hillwood Avenue streetscape improvement project. The CACT created an analysis of pedestrian access within the City and a base level plan. This plan should be considered, refined, and implemented.	Pursue the creation of a citywide traffic-calming and pedestrian/cyclist plan. This is crucial in making significant improvements in pedestrian safety.  Pursue the addition of sidewalks and bicycle trails in all areas where they are needed and where they are possible to build. Consider funding for these projects in the CIP.  Consider adopting a pedestrian right-of-way ordinance similar to Arlington County's that sets fines for not yielding to pedestrians in crosswalks or no right turn when pedestrians are presented. Signage would also be needed.	Department of Environmental Services, CACT/CIT, City Manager

**GOAL 3. Protect residential neighborhoods from commuter and commercial traffic.**

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Control commuter and commercial parking on residential streets.	Two Metro stations lie within one-half mile of the City's border. This proximity makes some of the City's residential streets attractive to commuters to park their cars and walk to the stations. The City currently has two and four hour parking limitation signs on these streets and a parking by permit system that has been implemented on a case-by-case basis.	Establish a citywide parking plan.	Department of Environmental Services, CACT/CIT, City Manager
B. Continue to support the work of the Citizens' Advisory Committee on Transportation (CACT) and City Interdisciplinary Transportation Team (CIT).	In recent years the Committee has responded to numerous complaints from residents regarding traffic volumes and speeding on residential streets. This group has analyzed these traffic situations and made recommendations to the City for potential improvements. The Committee has tried to improve the traffic situation in the City, but without any type of significant funding. To make significant improvements, a regular funding source within the budget or Capital Improvement Program would be required.	Provide funding through the City's Budget or CIP for traffic-calming projects.	Department of Environmental Services, CACT/CIT, City Manager, Financial Services Division
C. Develop a comprehensive plan for citywide traffic-calming.	The CACT and the City have responded to various citizen complaints on a piecemeal basis during the past few years. This approach can be problematic. For example, if speed humps or stop signs are placed on a residential street that is being used for cut-through traffic, then drivers may simply change their cut-through patterns to the next available residential street. A comprehensive plan for traffic-calming throughout the City could potentially reduce cut-through traffic and speeding throughout the residential neighborhoods.	Find a funding source for a citywide Traffic-Calming Plan.  Create a baseline of traffic volume and speed data for the entire City during a relatively short time period.  Program funding for improvements through the CIP.	Planning Division and City Manager
D. Mitigate the effects of traffic on residential neighborhoods that results from new development.	Each new development can have significant traffic impacts on established residential neighborhoods.	Allow the CACT to provide input on new projects.  Work with developers to design projects that keep traffic on the City's principal arterials.	Planning Division and Department of Environmental Services
E. Develop new standards to apply to traffic impact studies that evaluate the impact of development using a "quality of life" criteria rather than a "roadway capacity" standard.	Level of Service (LOS) standards are the primary tool used to evaluate the impact of new development on residents and business in Falls Church. However, these existing standards are focused on vehicle throughput, speeds, and turn delays instead of gauging how increased traffic volume affects issues like pedestrian/bicycle activity, safety, and the possible need for traffic calming. New standards are needed to adequately evaluate development proposals. Many communities throughout the country are revising their LOS standards in this manner.	Pursue the creation of LOS standards that focus on impacts of new development on existing residents, businesses, neighborhoods in addition to movement of vehicles.	Planning Division, Department of Environmental Services, CACT/CIT, City Manager

Strategies	Explanation	Required Actions	Responsible Party(ies)
F. Continue to enforce traffic laws on residential streets.	Recent increases in staffing have allowed the City to strengthen its traffic and parking enforcement unit. An additional \$200 fine has been implemented throughout the City for speed infractions that are 15 miles per hour over the 25 mile per hour limit. Signage warning of these fines has also been placed throughout the City. The Police and Sheriff's Departments will also place a speed radar trailer in different locations throughout the City upon request to warn motorists that they are speeding. A parking enforcement officer is also regularly monitoring residential parking districts and no parking zones for violators.	Set up regular speed and stop sign traps in residential areas and rotate the speed trailer through the residential streets.	Police Department

#### ***GOAL 4. Manage traffic on nonresidential roadways within and into the City.***

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Limit the number of access points (driveways) on Broad and Washington Streets, wherever possible.	Broad and Washington Streets both have a significant number of driveways, primarily associated with commercial properties. Vehicles turning into driveways tend to slow down traffic. A great number of driveways on a primary arterial, especially during rush hours, can cause traffic backups. The more that these access points can be consolidated, the better traffic will flow. Ideally, service roads are the most efficient method for reducing the number of access points on primary arterials; however, additional right-of-way and funds are necessary to construct service roads.	Continue to promote this through the development review process.	Department of Environmental Services and Planning Division
B. Identify problem areas in the City and work to address traffic flow issues in these areas.	Level-of-service (L.O.S.) is a system of measuring traffic congestion and delay. A six step system (A-F) is used to identify the level-of-service on principal and minor arterials. The rating (A-F) is based on the average speed that vehicles are able to travel, maneuverability, and the average signal delay at intersections.	Check L.O.S. on Broad and Washington Streets and volume and speed on primary and minor arterials on an annual basis.  Conduct traffic studies to identify these failing intersections.	Department of Environmental Services
C. Alert drivers that they are entering a unique area and should slow down.	A variety of entrances into the City are through residential neighborhoods and residential streets. Some of these entrances have no signage or other means of alerting drivers that they have entered a residential area within the City of Falls Church where the speed limit is 25 miles per hour.	Implement traffic-calming measures such as signage or architectural features, rumble strips, reducing road widths, traffic circles, increasing the number of streetside trees and plantings, and changing road textures can be used to alert drivers.	Department of Environmental Services
D. Calm traffic on commercial streets.	If the City wants to encourage residents and people who work in the City to walk to locations that are close rather than driving, the design of the roadways and pedestrian amenities must be considered.	Develop a citywide traffic management plan to include methods of calming traffic in the commercial corridors.  Consider roadway designs that will slow traffic, such as on-street parking, narrowed intersections, varying roadway textures, and pedestrian crosswalks.	Department of Environmental Services, Planning Division, and City Manager's Office
E. Encourage the development of housing that matches the needs of those employed within the City to reduce the need for commuting into and out of the City.	Housing prices in the City discourage many of those employed within the City to live elsewhere.	Implement various affordable housing goals, strategies, and actions as outlined in the Housing Chapter.	Planning Division, Housing and Human Services Division

**GOAL 5. Manage parking needs within the City.**

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Work with developers to optimize parking facilities within new developments.	The City currently works with developers to ensure that an appropriate level of parking will be provided in new projects. An adequate amount of parking is necessary to prevent spillover into residential areas and yet an oversupply in parking is an inefficient use of land and does not provide tax revenues to the City. The only instance where the City should encourage developers to include excess parking on their sites is in locations where current businesses are experiencing a parking shortage, such that the new spaces could be shared. The City has also been encouraging the creation of mixed-use projects, which helps reduce the overall demand for parking spaces, because different types of uses have different peak parking demand periods.	Encourage developers to create pedestrian, bicycle, and mass-transit friendly projects to reduce the demand for automobiles associated with their projects.  Work with developers to create additional public parking spaces when possible.  Proactively seek the construction of new public parking facilities in areas where the need is high and in the future City Center.	Planning Division and City Manager

**GOAL 6. Encourage the use of non-automotive modes of transportation within the City and to the region.**

Strategies	Explanation	Required Actions	Responsible Party(ies)
A. Participate actively in regional transportation issues and projects.	City staff and the City Council currently participate on several regional transportation committees, including the Washington Council of Governments, the Virginia Department of Transportation, the National Capital Region Transportation Board (TPB), and the Northern Virginia Transportation Commission (NVTC), and the Northern Virginia Transportation Authority (NVTA). This participation should be continued.	Continue to participate in these committees and in regional decision-making.	Department of Environmental Services and Planning Division
B. Increase mass transit commuting and carpooling, bicycling, and investigate other transportation demand management techniques.	The City's and region's traffic volumes could be reduced if more persons carpooled or rode on Metro or different bus lines. Techniques for reducing vehicular transportation demands include offering incentives to employees to use mass transportation, including allowances for mass transit, charging employees for parking at their work sites, encouraging the use of bicycles and walking, offering employee telecommuting and flexible schedule policies.	Develop and implement a demand management plan for City employees and for other businesses and organizations within the City.  Consider the addition of more on and off-street bicycle lanes whenever road changes are being considered or in during space planning and development review.  Add attractive bus shelters at highest volume metrobus and George stops, such as at the intersection of Broad and Washington Streets.	Planning Division, Department of Environmental Services, City Manager, and Employee Advisory Committee
C. Continue to support and promote the GEORGE bus service.	This project should be supported at its current level of operation for the near future, and possibly at expanded levels when the demand becomes higher through redevelopment activities.	Continue to fund GEORGE at the FY 04-05 level or greater.  Analyze the routes and fares annually to determine how to best serve customers.  Consider utilizing GEORGE for school purposes.	Planning Division, Department of Environmental Services, and City Manager's Office

Strategies	Explanation	Required Actions	Responsible Party(ies)
D. Consider reconfiguring thoroughfares for bicycle lanes or other bicycle-friendly adaptations when street improvements are being made, without widening streets.	One of the best ways to make a City bicycle-friendly is to provide separate paths or lanes for bicycles. Many of the City's residential streets are not wide enough for vehicular parking lanes, but could potentially accommodate a narrower bicycle lane.	Review the City's road system to determine where the addition of bike lanes might be possible.  Consider bicycle access to the area during the development of plans for the City Center.	Planning Division, Department of Environmental Services, and CACT/CIT
E. Establish a network of pedestrian and bicycle trails to link neighborhoods with services, shopping, parks, Metro stations, schools, and the City Center.	The City's existing sidewalk system and the W&OD Trail provide a basis for links between residential areas, commercial areas, parks, Metro stations, schools and other civic facilities. However, there are gaps in these connections. The culmination of this network should be an multi-modal transit station within the City Center to include access to Metrobus, GEORGE, and taxicabs, and have bicycle storage.	Complete a comprehensive review of this existing network.  Create a pedestrian and cyclist facility plan for the City that includes access to all City activity Centers and with a special emphasis on getting to City Center. Utilize the work that has previously been done by the CACT as a basis for this plan.  Create a prioritized list of new sidewalks and sidewalk renovations to improve pedestrian access and safety.  Create a list of new bike trails that will help to connect the existing trails and sidewalks.  Dedicate funds in the CIP for right-of-way where necessary for the construction of new sidewalks and bicycle travel lanes.	Recreation Division, Planning Division, and Public Works Division
F. Encourage all commercial and public facilities to provide safe access for pedestrians, bicyclist, and persons with disabilities.	Many existing commercial developments have large surface parking lots or structured parking facilities that do not provide a safe corridor for pedestrians or cyclists to move through to get to the entrance. Surface lots often require that pedestrians walk through aisles of moving traffic to get to a store entrance. Structured parking garages that have low ceilings and little natural light can make pedestrians hard to see and make them feel uncomfortable.	Work with developers in commercial areas or within public facilities, to provide a building and parking design such that pedestrians and cyclists do not have to navigate with automobiles to get to entrances.  Require the provision of bicycle racks at these locations.	Planning Division and Department of Environmental Services
G. Provide attractive and unique bus shelters in front of activity generators in the commercial corridors.	The City has very few bus shelters.	Work with developers to provide bus shelters in front of their projects.	Planning Division, WMATA
H. Continue providing financial support to WMATA.	Providing access for residents to the regional transit system is important and the financial subsidy to WMATA should be continued.	Continue to provide an annual subsidy to WMATA for metrorail and metrobus.	City Council and City Manager
I. Continue looking for opportunities to use the regional transit system to aid the City's economic development initiative.	Several regional initiatives such as metrorail from one of the Falls Church metro stations and light rail from the Pentagon to Tysons could significantly benefit the City's regional draw for commercial development.	Stay active in and support appropriate regional transportation initiatives that would positively impact Falls Church.	City Council , City Manager, Planning Division Staff
J. Create an intermodal transit station within the City Center	This facility could provide access to local and regional buses, metrorail, taxicab, airport shuttle services, rental cars, and bicycle storage. This station would also be linked to public parking facilities as a means of integrating various forms of transportation.	Obtain federal funding to develop such a facility and develop as part of City Center project.  Negotiate with property owners to obtain land on which to site this facility.	City Council, City Manager, Planning Division Staff, Department of Environmental Services Staff



